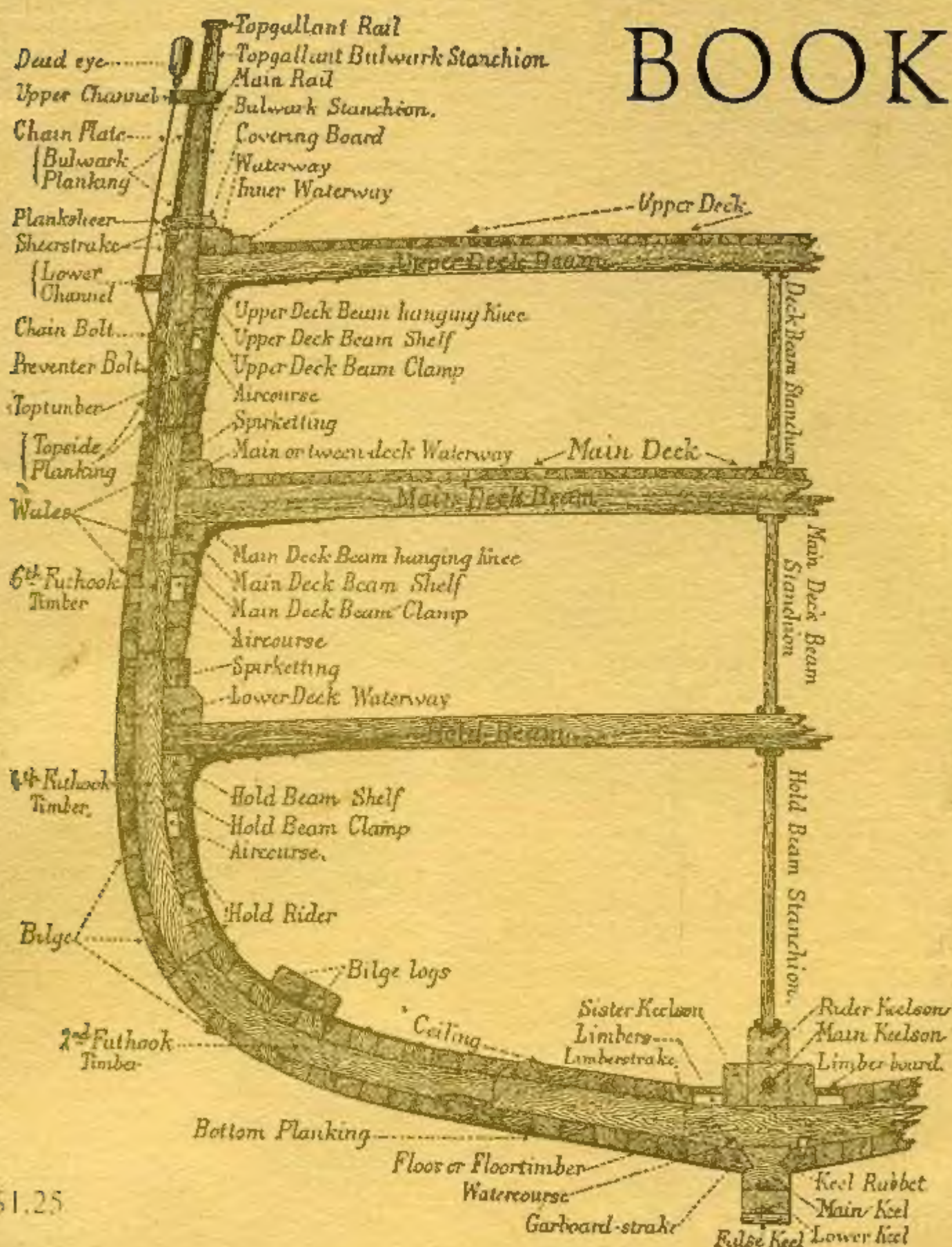


NAUTICAL WORD BOOK



\$1.25

MODEL SHIPWAYS, BOGOTA, N. J.

NAUTICAL WORD BOOK



Being
Definitions of Common Sea Terms
of Yesterday &
Less Common Ones of Today.



MODEL SHIPWAYS, BOGOTA, N. J.

This Glossary has been extracted from *Patterson's Illustrated Nautical Encyclopedia*. We have tried to include the words most common to the wooden sail ship, yet ones which have often disappeared from abridged dictionaries. The less common words as well as some in use today do not appear. A study of the former will require a contemporary word book in any case, while the latter are available in a present day dictionary.

Of present day dictionaries, we have found valuable and comprehensive, "International Maritime Dictionary" by Rene de Kerchone, D. VanNostrand Co. Useful older glossaries are:

Patterson's Illustrated Nautical Encyclopedia (1901)
Darcy Lever, Young Sea Officers Sheet Anchor (1809)
Paasch, Keel to Truck (1885)
Steel, Mastmaking, Sailmaking & Rigging (1794)

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1ST EDITION, 1961

A

Abaft. In the direction of the stern.

Afore. Forward.

Aft. In the direction of the stern.

Aloft. Above the vessel's deck.

Amidships. A term applied to any place on or below decks that is in the center of the vessel, whether in reference to the length or to the breadth.

Anchor. A heavy forging or casting comprising a shank with large shackle or ring at one end and two arms with palms at the other, shaped to grip the sea bottom and by means of a cable or rope hold a vessel.

Anchor liner. Sheathing fastened to the bows of a ship to prevent injury to the planking by the bill of a stock anchor when fished or hauled up.

B

Back-ropes. Ropes leading back from the dolphin striker on the lower end of the martingale to steady it, and which set up on the bows.

Backstays. Ropes extending from all mast heads above the lower mast heads, and leading to the vessel's side, for the purpose of steadying the masts. (See Stays.)

Balance Reef-band. A reef-band on a gaff-sail which runs across it diagonally. It is used in bad weather, and makes the sail triangular.

Ballast. The ballast shoots when it shifts from one side of the hold to the other. To freshen ballast is to shift it about.

Banding. The band of canvas sewed over the tabling of the head, luff, and foot, and on the leach, from the clew up above the reef cringles.

Bark. A vessel having, three masts, the fore and main square-rigged, and the mizzen schooner-rigged; sometimes written Barque.

Barkentine. A vessel with three or more masts, the foremast square-rigged and the remainder schooner-rigged.

Barrel. The horizontal revolving part of a windlass, the main piece of a capstan, or the horizontal piece around which the tiller-ropes go, and which is turned by the steering-wheel of a vessel.

Battens. Strips of wood or iron placed around the outside of hatch coamings after the hatches have been shipped and the tarpaulin spread over them. These battens are employed to jam the tarpaulin against the coamings and make the hatches watertight. Battens are also placed upon rigging to prevent chafing.

Beams. The substantial pieces of timber which stretch across the ship from side to side to support the decks and keeps the ship together by means of the knees, etc. their ends being lodged on the clamps, keeping the ship to her breadth.

Bees. Pieces of oak bolted to the outer sides of the bowsprit and through a hole in which the fore topmast-stays (double) reeve before they are set up on the bows.

Belay. To make a rope fast to a belaying pin or other object.

Belaying pin. Wooden or iron shapes found in the pin-rails, and used for securing ropes to.

Bend. To fasten; to secure one rope to another rope, spar, etc.

Bending Sail. To secure a sail to a yard, or to a boom or gaff.

Bentick Shrouds. Ropes seized to the weather futtock staves and set up to the lee channels for the purpose of steadying the mast when the vessel was rolling heavily.

Between Perpendiculars. The length of main deck from the forepart of the stem to the afterpart of the stern-post.

Bibbs. Pieces of timber bolted to the hounds of a mast for the trestle trees to rest upon. Also called cheeks of hounds.

Bilge. That part of the bottom of a vessel that is next to the keel.

Bilge-keel. Fore-and-aft timbers bolted outside along the bilges of a vessel to prevent excessive rolling.

Bill-board. The extra planking or the covering, of iron, copper, or brass on the rail abaft the cat-head for the fluke to rest on when the anchor is catted.

Binnacle. A stand of wood or brass for the compass to rest in.

Bitts. Forecastle bitts are perpendicular timbers stepped in the keel and extending above the deck; used for securing towing-hawsers, etc. Quarter bitts are those found on the quarters of vessels, used for fastening anything to—the sheets of fore-and-aft sails are belayed to them.

Block. Pieces of wood, or a hollow shape of iron called the shell, between or inside of which one or more sheaves (wheels) revolve on a pin which runs through the block from side to side. The aperture between the sheave and the top of the block is called the swallow. The sides of the block are called cheeks. On the outside of the cheeks a groove is cut, into which is fitted the strop—the grommet which tightly encircles the block.

Boat. A small vessel propelled by oars or sails and termed respectively, a row-boat or a sail-boat.

Boat-Falls. Purchase made with two blocks and a length of rope used for hoisting a boat to the davits.

Bobstays. The chains or ropes leading from the underneath outboard end of the bowsprit to the stem where they are secured, and by which the bowsprit is held down and prevented from jumping. (See Bowsprit Shrouds.)

Bolsters. Pieces of soft-wood, sometimes covered with canvas, which are placed upon the trestle-trees, and on which the eyes of the shrouds rest, so as to prevent chafing. Also oak timbers fayed to the bow, under the hawse holes, to prevent the cable from rubbing against the cheek; to give proper radius bearing for cable.

Bolt Rope. The rope that goes around the edges of sails, and to which the latter is sewed.

Booby Hatch. A wooden hood which covers a small after-hatchway which is used for obtaining access to the interior of the vessel without removing the main hatches.

Boom. A spar for extending the foot of a fore-and-aft sail or a studding sail.

Bow. The forward part of a vessel on either side.

Bowsprit. A strong spar projecting outward over the stem of a vessel, and on which all, or a part, of the head sails are extended, according to the rig of the vessel.

Bowsprit Bitts. Perpendicular timbers extending above the deck, and between which the heel of the bowsprit is secured.

Bowsprit Cap. The cap on the outer end of the bowsprit through which the jibboom traverses. (See Cap.)

- Bowsprit Shrouds.** The ropes leading from the side of the bowsprit cap back to the bows of the vessel where they are set up, and which stay the bowsprit sideways. (See Bobstays.)
- Brace.** The rope leading from the yard arm, and by hauling on which a yard is turned around at various angles to the keel.
- Brails.** Ropes used for gathering fore-and-aft sails into the mast; spankers are provided with brails.
- Breadth.** A term more particularly applied to some essential dimensions of the extent of a ship or vessel athwartships, as in the breadth-extreme, and the breadth-moulded, which are two of the principal dimensions given in the building of the ship. The extreme breadth is the extent of the midships, or dead-flat, with the thickness of the plank included. The breadth-moulded is the same extent, without the thickness of the plank.
- Break.** The sudden termination or rise in the decks of some merchant ships.
- Breast Hooks.** The knees placed across the stem and apron for the purpose of uniting the bows.
- Breeching.** The rope passing around the cascabel of a gun and employed to prevent the recoil beyond a certain limit — the ends of the breeching have eyes and are secured by pins (called breeching bolts) in the ship's side.
- Bridge.** A platform which extends across the deck on steam vessels, and which is raised considerably above the rail of the ship. It is for the convenience of the officer of the watch, from which altitude he superintends and manages the vessel.
- Brig.** A vessel with two masts, both of them square-rigged. (See Brigantine.)
- Brigantine.** In older times a brigantine was a two-masted vessel, square-rigged on the fore, and schooner-rigged on the main, with this addition, that she carried a light square topsail on the mainmast. In these days a brigantine dispenses with the square main topsail so that no difference exists between the rigs of a brigantine and an hermaphrodite brig.
- Bulkhead.** Partitions dividing various parts of the vessel.

Bull's Eye. An egg-shaped piece of wood having a hole in it for a rope to reeve through. A bull's eye has no sheave, but it is strapped the same as a block.

Bulwark Rail. The rail on top of the bulwarks, and bolted through to the top of the bulwark stanchions.

Bulwarks. The fence built around the vessel over the covering board (plank shears). Bulwarks are sometimes of wood, and again, of iron. They are secured to the timberheads, or to the bulwark stanchions which in turn are bolted on to the timbers.

Bumpkins. Also boomkin and bumkin. They are short horizontal spars projecting out from the vessel's sides to board the fore tack to, and from each quarter to secure the main brace blocks to.

Bunt. The middle of a square sail that lies on top of the yard when the sail is furled.

Buntlines. Ropes toggled to the foot of square sails, and used for lifting the foot of the sail to the yard. The buntlines lead through blocks above the yards, thence down on deck.

Buttock. The rounding of the vessel's body abaft, which is bounded by the fashion-pieces, and at the upper part by the wing-transom.

Buttock-lines. (On the sheer draught.) Curves, lengthwise, representing the ship as cut in vertical sections.

C

Cabin. That part of a vessel in which the officers or passengers live.

Cable. A rope or chain secured to the anchor.

Cambered. Said of the flooring of a vessel when it is higher in the middle than at either end; hollow or arching upwards.

Cant. A term signifying the inclination that anything has from a square or a perpendicular.

Cant frame. A frame that does not stand normal to the longitudinal vertical middle plane, but is slanted so as to be nearly normal to the outer planking. The forward cants are swung in a forward direction; after cants are swung aft.

Cap. A block of wood containing both a square and a round hole, and used for confining two masts to one another. The square hole is fitted over the lower or topmast head and strongly secured, and the round hole permits the topmast or the topgallant mast to run through it. The bowsprit cap is situated at the outboard end of the spar, and secured the jibboom to the bowsprit.

Capstan. A barrel-like machine placed perpendicularly on the deck. It is of great power and is used for heaving and hoisting, etc. Also used on naval vessels to lift the anchor from the bottom.

Carlings. Pieces of fore-and-aft timber placed between the beams. Long pieces of timber, above four inches square, which lie fore-and-aft, in tiers, from beam to beam, into which their ends are scored. The carlings by the side of, and for the support of the mast, which receive the framing round the mast, called the partners, are much larger than the rest, and are named the mast carlings.

Carrick bitts. Upright timbers supporting the ends of a wooden windlass barrel. Also called windlass bitts.

Carvel-built. A manner of building boats so that the planking is flush, or smooth sided; the opposite to clinker or clinched built, where the edges of the planks overlap.

Cat Harpin. (Catharpin) Lengths of rope used for binding the shrouds abreast of the topsail yards, in order that those yards may be braced up as sharp as possible.

Cat Head. Horizontal timbers projecting from a vessel's bows, and to which the anchor is raised (catted) and secured after it has been hove up.

Cat the Anchor. To lift the anchor ring to the cat-head and secure it there.

Caulk. To drive oakum into the seams of a vessel to prevent leaking.

Cavil. A length of timber, like a long cleat, bolted on to the bulwark stanchions (timberheads) in a fore-and-aft direction and used for belaying ropes to.

Ceiling. The lining or inside planking of a vessel.

Chafing Gear. Rope, canvas, etc. placed upon rigging, spars, etc., to save them from being chafed.

Chain Plates. Long loops made of iron rod, sometimes used, which are bolted to the ship's sides, instead of chains to the dead-eyes. (See Chains.)

Chains. Strong, narrow plates of iron bolted to the ship's timbers through the side. To the upper end of these plates dead-eyes are secured by an iron stop. The ship's channels are also called chains, as the fore-chains, main-chains, and mizzen-chains.

Chamfering. Taking off the sharp edge from timber or plank, or cutting the edge or end of anything bevel or aslope.

Channels. (Originally, chain-wales) Plank secured edgewise to the side of a vessel and to which the upper parts of the chain plates with their dead-eyes are secured. Channels are used in order to obtain more spread for the lower rigging. (See Chains.)

Cheek Blocks. Half of a shell containing the sheave bolted on to a spar, the latter acting as the missing cheek.

Cheeks. Knees of oak timber which support the knees of the head, and which they also ornament by their shape and mouldings. (See trail-boards). They form the basis of the head and connect the whole to the bows, through which, and the knee, they are bolted. Also those projections which are bolted to the sides of the mast and upon which the trestle-trees rest, also called hounds. Also a name applied to the two sides of a block.

Chess Trees. Pieces of oak, bolted to the topsides of the vessel, containing a sheave, and used for hauling home the main tack.

Chock. A wedge employed to prevent a body from rolling and moving.

Cleat. A piece of wood bolted to a stanchion or to the deck and used for belaying ropes to.

Clew. The two lower corners of square sails and the after lower corner of a fore-and-aft sail.

Clew Cringle. A shackle spliced into the clew of the sail which is the junction of the foot and leech.

Clew Garnet. The rope by which the clews of a foresail and mainsail (courses) are hauled up to the yard. The clew garnet takes the place of a clewline on the courses.

Clewlines. The ropes that lift the clews of square sails to the yards; the clewline bunches the gaff topsail on a fore-and-aft vessel.

- Clinker.** A style of building boats in which the lower edges of one plank overlaps the top edge of the one below it.
- Clipper.** A vessel with a sharp bow, and built with an idea of making speed. Said to have been first built in Baltimore Md., hence the term Baltimore Clipper.
- Close Hauled.** When a fore-and-aft vessel is sailing with her booms nearly amidships, or a square-rigger with her yards braced up as sharp as possible, she is said to be close-hauled. The same as full-and-by, on the wind, or a taut bowline.
- Coamings.** Raised framework about the opening in the deck in order to prevent water from running below, as well as for strengthening the deck about the hatches.
- Collar.** The eyes in those ends of the standing rigging which go over the mastheads are sometimes called collars.
- Companionway.** The cabin staircases the steps leading below from the spar-deck.
- Copper-bottomed.** Said of a vessel when her hull is sheathed with copper.
- Copper Fastened.** A vessel is said to be copper-fastened when the bolts with which the vessel is fastened are of copper instead of iron.
- Cordage.** A term applied in a general way to all the standing and running rigging.
- Counters.** The concave in the after-body of a vessel which forms the run. The underside of the stern overhang, abaft the rudder.
- Courses.** The sails upon the lower yards of a vessel, thus the foresail is the fore course, the mainsail the main course and the cross-jack the mizzen course.
- Cradle.** A framing built upon launching ways and in which the ship rests while she is being launched.
- Cringle.** A short piece of rope spliced into and forming an eye on the bolt rope on the luff, head, tack, clew, and leach of gaff sails, and into the head, tack, and clew of jib-headed sails. An iron ring, called a thimble, is contained within the eye to prevent chafing.
- Cross Jack.** The low yard on the mizzen mast of a ship. It is pronounced as though spelled crogic. Some merchant ships carry a sail on the cross-jack, but on men of war such a sail is never found.

Cross Trees. Pieces of oak running thwartships which are supported by the cheeks and trestle trees, and on which the tops on the lower masts rest; they spread the topgallant rigging at the top-mast head.

Crutch. The stanchion, forked at its upper end for a spar to rest in, the afterboom rests in a portable crutch when the vessel is at anchor with no sail set.

Cutter. A name given to steamers in the revenue service. Also medium-sized boats carried at the davits. A one-masted vessel rigged almost like a sloop.

D

Davits. Lengths of timber or iron having blocks shackled to, or sheaves in, the upper ends, and which project over the stern and side of a vessel, being employed to hang boats to.

Dead Eye. A solid circular block without sheaves, but containing three holes through the flat, and a score or groove cut round it for a strap. It is found on the ends of chain plates and shrouds and stays set up with lanyards.

Dead Lights. Round thick glass windows in the side of the vessel.

Dead Rise. The angular rise of a ship's floor from the keel.

Dead-wood. That part of the basis of a ship's body forward and aft which is formed by solid pieces of timber scarphed together lengthwise on the keel.

Deck. The platform laid upon the deck beams.

The upper, main or spar deck extends the entire length of the vessel.

The quarter deck extends from the mainmast aft.

The poop deck covers the poop cabin, which extends from the mizzen-mast aft.

The boiler deck is the one on river and harbor steamers on which the boilers are placed.

The hurricane deck is a light upper deck, generally covered with painted canvas, and to be found only on steam vessels.

The saloon deck and the hurricane deck are the same.

The promenade deck is another name for the hurricane deck.

Deck Lights. Shapes of heavy glass let in the deck to give light to the various parts of the vessel below.

Depth in the Hold. The height between the floor and the lower deck. This is one of the principal dimensions given for the construction of a ship. It varies according to the height at which the guns are required to be carried from the water, or according to the trade for which the vessel is designed.

Diagonal-built. A manner of building boats in which the planking runs diagonally, the inside plans running in a contrary direction to the outside plans, their edges meeting

Displacement. The weight of water displaced by the bottom and the sides of a vessel below the water line. The displacement is a predetermined quantity and time and care are taken to figure it correctly.

Dolphin striker. A short wood or iron spar which hangs down from the bowsprit cap to spread the martingale stays. Also called martingale boom. (See martingale.)

Doubling. The overlapping section of two masts, at the masthead

Downhaul. A rope used for hauling down jibs, staysails and studding-sails

Draught. The depth of water contained between the water's edge and the bottom of the keel, expressed in feet and inches.

E

Earing. A rope which secures the cringle of a sail in bending and reefing.

Eye-bolt. A bolt having an eye in one end driven through a vessel's side or deck until the shoulder around the eye is flush with the wood, it is used for hooking anything to, such, for instance, as a preventer stay, the standing part of a head-sheet, etc. When there is a ring through the eye it becomes a ring-bolt.

Eyes. The loop in a shroud or stay that goes over the mast-head.

F

Fair Leader. A short length of wood with holes bored in it, or a block or thimble so placed as to give running rigging a fair lead, or to change its direction a little, such, for instance, as to make it parallel to the shrouds by gathering it into them through the fair leader.

- Fall.** The entire length of rope in a tackle. The end secured to the block is the standing part, the opposite end the hauling part.
- False Keel.** A timber bolted underneath the main keel of a vessel in order to deepen the outside keel.
- Fay.** To join one piece so close to another that there shall be no perceptible space between them.
- Fenders.** Shapes of wood, canvas or rope hung over a vessel's side to protect her from chafing against another vessel or dock.
- Fid.** A block of wood or iron to support a topmast or topgallant mast by placing it through the fid hole in the heel of the mast and allowing it to rest on the trestle-trees.
- Fiddle Block.** An elongated shell containing two sheaves, the largest one on top. Also called sister block.
- Fife Rail.** The pin rail surrounding a mast.
- Fish.** To strengthen or reunite a spar by bolting pieces of plank over the fish pieces.
- Flaring.** A vessel is said to have a flaring bow when the topside inclines outside from the perpendicular.
- Flemish Horse.** The small extra foot ropes at the ends of topsail yards.
- Floors.** The bottom of a ship, or all that part of each side of the keel which approaches nearer to a horizontal than a perpendicular direction, and whereon the ship rests when aground.
- Flush Deck.** A deck unbroken by deck houses, poop topgallant fore-castle, etc., but presenting an even surface fore-and-aft.
- Foot.** The lower edge of sail, that part of a mast near the deck. (See Foot.)
- Foot Ropes.** Lengths of rope made fast to and hanging under a yard, or along the bowsprit, end of the spanker-boom, and jib-boom, for men to stand on while bending, unbending, reefing and furling sail.
- Fore.** The forward part of a vessel; anything in the direction of the head of the ship.
- Fore-and-aft.** In the line of the keel, opposed to athwart ship; a schooner is called a fore-and-aft vessel.

- Fore Foot.** The forward extremity of the keel, upon which the stem of the vessel rests.
- Fore Sail.** The sail that on a square-rigger is bent to the fore yard; but the sail that on a fore-and-after is spread by the fore gaff and boom.
- Fore Shrouds.** The shrouds of the fore lower mast.
- Forecastle (Foc'sle).** The compartment in the forward part of a vessel, on or under the upper deck, in which the seamen sleep and eat on merchant vessels.
- Foremast.** The forward mast of all vessels.
- Forward.** Towards the forepart of the vessel.
- Frames.** (Also timbers or ribs) The bends of timber which form the body of the ship, each of which is composed of one floor-timber two or three futtocks, and a top-timber on each side; which, being united together, form the frame. Of these frames, or bends, that which encloses the greatest space is called the midship or main frame or bend. (See cant-frames.)
- Freeboard.** Height of side from water line to deck, or planksheer.
- Frigate.** In 18th century, generally defined as a ship with one deck fully armed, an armed quarterdeck and an unarmed forecasse deck. Later the latter was armed, and armament was extended the entire length of this upper deck. The frigate filled the gap between 24 and 40 gun ships, gradually enlarging. Frigate was early applied to small fast galleys and well-deck merchantmen.
- Furl.** To roll up and secure a sail
- Futtocks.** The separate pieces of timber of which the frame timbers are composed.
- Futtock Band.** The iron band which goes around the lower-mast just under the top, and to which the futtock shrouds secure.
- Futtock Chain Plates.** Iron plates secured rims of the tops, with a dead-eye in the upper part for the topmast rigging to set up to, exactly the same as the chain plates of the lower rigging and a hole in the lower end for the futtock shroud to hook in.
- Futtock Shrouds.** Short shrouds extending from the lower ends of the futtock chain plates to the futtock band, on the mast.

G

Gaff. A spar which projects abaft a mast, and to which the head of a fore-and-aft sail is bent. That part of the gaff which is near the mast is called the throat, and the outer end of the spar is named the peak. It is hoisted by throat and peak halliards.

Galleries. Balconies over the stern and quarters of ships with access from stern windows.

Galley. The place where the cooking is done.

Gallows. A framework above the main deck on which spare spars and boats are secured.

Gammoning. The rope or chain lashing which secures the heel of the bowsprit.

Gaskets. Ropes employed to secure the square-sails to a yard, or the head sails to the bowsprit and jib-booms, after the sails are furled.

Gear. The name applied collectively to the ropes, blocks, tackles, etc., of any particular spar, sail, etc.

Gooseneck. A swivel fitting which secures the hinged end of a gaff, boom or derrick to the mast.

Grating. Lattice-work platforms used to cover hatches, yet provide ventilation and light.

Ground tackle. A term collectively applied to all the anchors, cables, anchor-purchases, etc.

Gudgeons. The straps on the stern-post on which the rudder hangs.

Gunwale. The upper edge of a vessel's sides.

H

Halliards. (or halyard, originally "haul yard") Tackles used for hoisting and lowering yards, gaffs, and sails.

Hammock Nettings. The hollow space between the inner and outer bulwarks on the spar deck in which the hammocks are kept during the daytime.

Hanks. The rings of wood, rope or iron round a stay, and to which the luff of the head sails is secured by robands.

- Hatches.** The covers for the hatchways.
- Hatchways.** The openings in the deck to afford passage up and down for the cargo.
- Hawse.** That part of the bow where the hawsepipes are located.
- Hawse hole.** The holes in the bows of a vessel through which the cables pass.
- Hawser.** Fiber rope 5" to 24" in circumference used for towing or working the ship.
- Head.** The head of anything, as mast-head, timber, capstan-head, head of a sail, etc. More particularly applied to all the work fitted afore the stem, as the figure, the knee rails, etc.
- Head-rails.** Those rails in the head which extend from the back of the figure-head to the cathead and bows, which are not only ornamental to the frame but useful to that part of the ship.
- Head Sails.** All the sails forward of the foremast.
- Heart.** A block of wood shaped like a heart and stopp'd, having a hole through it for stays to reeve through.
- Heel.** The lowest point of a mast; the aftermost part of the keel; the lowest part of the stern-post.
- Hogged.** When the two ends of a ship droop from the midship part, causing an upward arching of the keel, she is said to be hogged.
- Horse.** An iron bar or span fastened to the deck for the fore, main, and spanker sheet blocks of a fore-and-aft vessel to travel on, also for the traveler of the fore staysail.
- Hounds.** Projections bolted on the masthead which serve as shoulders for the trestle-trees, and which in turn support the top (See Cheeks).
- Hull.** The body of a vessel exclusive of masts, spars and rigging.

J

- Jack Stays.** Long strips of wood or iron bolted on to the top of a yard to bend the head of a square sail to, and to the under part of a gaff for the head of afore-and-aft sail.
- Jaws.** The inner ends of a gaff, also of some booms, being pieces bolted on to the sides of the spar.

Jeers. A heavy purchase for hoisting and lowering the lower yards

Jib-boom. A spar supported on and rigged out beyond the bowsprit through the bowsprit cap.

Jury Mast. A temporary mast rigged up at sea to the stump of a mast that has been carried away.

K

Keel. The first timber laid down upon the keel blocks in building a vessel, and the back-bone of the ship, supporting the entire frame. The keel runs the whole length of the vessel, the stem and stern-posts being set into it, and being in reality continuations of the keel. When the latter is composed of several pieces, owing to the length of the vessel, the pieces are scarphed and bolted together.

Keelson. A timber bolted on top of the keel inside the vessel, and running parallel with it.

Knees. The crooked pieces of oak timber by which the ends of the beams are secured to the sides of the ship. Of these such as are fayed vertically to the sides are called hanging-knees, and such as are fixed parallel to, or with the hang of, the deck, are called lodging-knees.

Knight Heads. The timbers next to and on each side of the stem, and continued high enough to form a support for the bowsprit.

L

Lanyards. A rope rove through dead eyes in setting up rigging; a rope made fast to anything for securing it, as the lanyards of the davit guys.

Larboard. The left-hand side of a vessel in looking towards the bow (now obsolete). The word port takes the place of larboard.

Lay. The direction in which the strands of a rope are twisted, left or right.

Leach. The edge of a square sail at the sides, but the after-edge of a fore-and-aft sail.

Letter-of-marque. A commission granted to a privateer enabling him under certain conditions to seize the goods and ships of an enemy country. Also called privateer.

Lift. A rope extending from a yard-arm to the mast to support the yard, and by means of which the yard may be topped up, etc

Lines. Ropes used for various purposes on board ship

Lines of a Vessel. Drawings which show the lines of a vessel comprise three separate plans, depending one upon the other, and which must correspond in all particulars and be used in conjunction. These three plans are known as the shear plan, body plan and half-breadth section; the second shows the vertical cross-sections, and the third shows the longitudinal transverse section of the vessel at the deck-line, the water-line, and at other stations on the same plans as the water-line.

Log. An apparatus employed for ascertaining the ship's rate of sailing.

Long Boat. The largest boat carried on a merchant man, and is provided with mast, sail, oars, rudder, and tiller, and is carried on deck when the vessel is at sea.

Lower Mast. The first mast above the deck; the mast which is stepped in the keel; foremast, mainmast, mizzenmast.

Lower Shrouds. The shrouds of the lower fore, main and mizzen masts.

Lubber's Hole. An opening in the top next to the mast, and through which the shrouds pass after going over the lower mast head. It is sufficiently large for the passage of a man.

Luff. The forward edge of fore-and-aft sails; often called the forward leach.

M

Mainmast. The mast next abaft the foremast on a vessel carrying two or more masts.

Main Stay. The hemp or wire rope leading from the mainmast head to the foremast near the deck, where it sets up.

Mainwales. A strake of planking, broader and thicker than the others, and extending along the sides at different heights from stem to stern. The beam knees and futtocks were bolted to them. They were the main strength members in the vessel's sides.

Martingale. Sometimes called martingale boom or dolphin striker. A short spar hanging down from an eyeholt in the bowsprit cap for giving spread to the headstays.

Masthead. The top part of a mast; that part of a mast from the cross-trees to the cap.

Masts. Spars rising above the deck of a vessel perpendicularly, and which support the yards, booms, gaffs, and sails

Mizzen Mast. The aftermast on a three-masted vessel.

Mizzen Stay. The hemp or wire rope leading from the mizzen mast-head to the mainmast near the deck, where it sits up

Monkey Rail. A light rail raised above the regular quarter rail of the vessel; an extra height given to the rail around the quarters.

N

Nibbing Plank. (Sometimes nibbling strake) A margin plank that is notched to take the ends of regular deck planks and insure a good caulking joint.

P

Parcelling. To wind long strips of canvas around a rope preparatory to serving it.

Parral. (Or parrel). The rope or iron collar which confines a yard to the mast but permits of a vertical movement, in other words, which acts as a traveler for the yard when being hoisted or lowered in setting or furling the sail. Sometimes with ball or leather liners to reduce friction.

Partners. Pieces of timber fitted between two beams to be a framing for support of any part which passes thru a deck, such as a mast, pump, capstan, etc.

Peak. The upper after or outer corner of a gaffrail.

Pendant. (Also pennant). A short rope hanging from the head of a mast, a yardarm or the clew of a sail, having a block or thimble spliced on the free end.

Pintles. Straps of mixed metal, or of iron, fastened on the rudder, in the same manner as the gudgeons on the stern-post, having a stout pin or hook at the ends, with the points downwards to enter in and rest upon the gudgeons on which the rudder traverses or turns, as upon hinges, from side to side

Planking. Covering the outside of the timbers with plank sometimes quaintly called skinning, the plank being the outer coating

Plank-sheers. The pieces of plank laid horizontally over the timber-heads for the purpose of covering the top of the side, hence sometimes called covering-boards.

Pole. That part of the highest mast which is above the shoulder on which rests the eyes of the rigging. A topgallant mast has a royal pole, and a royal mast has a skysail pole.

Port. The left-hand side of the vessel looking forward; at one time called larboard.

Preventer. A rope used as an additional support for a spar, as preventer braces, preventer backstays, etc.

Prow. The part of the bow above water.

Purchase. A mechanical appliance to obtain an increase of power. A purchase is formed of ropes and blocks; tackle.

Q

Quarter. That part of the vessel's side near the stern

R

Rabbet. A groove cut in a piece of timber into which another timber is fitted

Rake. The inclination of a vessel's mast from the perpendicular. Sometimes applied to the slope of a vessel's sternpost.

Ratlines. Short lengths of ratline stuff seized and clove-hitched 14 inches apart across the shrouds, parallel with the sheer pole, and which act as the rungs of a ladder for the crew in ascending or descending from aloft.

- Reef.** To contract a sail is to reef it. Square sails are taken in upon the head, but fore-and-aft sails upon the foot. Close reef means to reduce the sail to the last row of reef points.
- Reeve.** To reeve a rope is to pass the end of it through a block, dead-eye, bull's-eye, or any aperture.
- Ribbands.** The longitudinal pieces of fir, about five inches square, nailed to the timbers of the square body (those of the same description in the cant body being shaped by a mould and called harpins) to keep the body of the ship together, and in its proper shape, until the plank is brought on.
- Riding Bitts.** The bitts to which the anchor cables are secured.
- Rigging.** A term applied collectively to all the ropes of a vessel.
- Royal Mast.** If it is a fidded royal mast it is a separate spar rising above the topgallant mast, but otherwise it is that part of the topgallant mast above the shoulder (and terminating at the truck) from which the topgallant rigging leads. In the latter case it is also referred to as a royal pole.
- Rudder.** An instrument for steering a vessel, consisting of a flat frame of wood or iron hung upon the stern post by means of pintles and gudgeons.
- Rudder Irons.** The name applied collectively to the pintles and gudgeons.
- Run.** The narrowing of the ship abaft, as of the floor towards the sternpost, where it becomes no broader than the post itself.
- Runner and Tackle.** A rope rove through a single block that you wish to bring down, one end of the rope secured as a standing part, and the other provided with a tackle.

S

- Saddle.** (or parral batten). Wood strip along afterside of a yard, shaped to fit the mast.
- Scantling.** The dimensions given for the timbers, planks, etc.
- Scarphing.** The letting of one piece of timber or plank into another with a lap, in such a manner that both may appear as one solid and even surface, as keel-pieces, stem pieces, clamps, yards, masts, etc.

Schooner. Fore and aft rigged vessel with 2 to 7 masts.

Scuppers. Holes cut through the bulwarks next to the plankshear to allow water to run overboard from the decks.

Seize. To bind, lash or make fast a rope to another rope or spar, with several turns of small stuff such as yard or seizing stuff

Serve. The act of covering a rope by winding small stuff, such as spun yarn, around it

Sheathing. A thin sort of doubling, or casing, of fir-board or sheet copper, and sometimes of both, over the ship's bottom, to protect the plank from worms, etc. Tar and hair, or brown paper dipped in tar and oil, is laid between the sheathing and the bottom

Sheer. The longitudinal curve of a ship's side in a fore-and-aft direction.

Sheer Plan. A ship construction drawing which shows the side elevation, r.d., plankshear, outlines of stem, stern, keel, and overhang.

Sheet. A rope employed to spread the clew of square-sails and headsails; with boom sails sheets are used for controlling the boom

Sheet Bitts. Bitts near the mast to which the topsail sheets are belayed

Ship. A vessel having three masts and square-rigged on all. The term "ship" is often used in a general sense in speaking of vessels

Shrouds. Ropes of hemp or wire fitted over the mastheads and extending to the vessel's sides or to the rim of the tops, where they are set up by dead-eyes to support the masts sideways

Sister Block. A length of wood containing two sheaves, one over the other. Also called fiddle block

Skeg. The after-part of the keel upon which the stern post rests

Skylight. The wooden frame or sashes (working on hinges) containing glass windows, and placed over openings in the deck in order to give light and air below.

Slings. The chain at the center of a yard, which carries the weight of the yard.

Sloop. A vessel with one mast.

Snow. A rig differing from a brig by having a spencer (or trysail) mast abaft the main lower mast to which the boom mainsail was hooped.

Spanker. The after fore-and-aft sail on a three-mast vessel. This sail was once called the driver.

Spars. A general term applied to masts, booms, gaffs and yards.

Spider-band. The name sometimes given to the iron band just under the top, and to which the futtock-shrouds are secured.

Splice. To join two ropes together, or to form a loop in the end of a rope.

Spreaders. On each bow of very sharp vessels a horizontal bar is rigged out to give more spread to the head sheets; on the same principle that the whiskers spread the jib-boom guys. Also the extensions bolted on each side of the crosstrees to spread the topmast backstays in a schooner, or the topgallant and royal backstays in a square-rigged ship.

Square-rigged. A vessel carrying yards on all her masts.

Square Tuck. A name given to the after part of a ship's bottom when terminated in the same direction, up and down, as the wing transom, and the plank of the bottom end in a rabbet at the foreside of the fashion-piece, whereas ships with a buttock are round or circular, and the planks of the bottom end upon the wing-transom.

Stanchions. Upright pieces of timber placed at intervals along the sides of a vessel, to support the bulwarks and rail.

Standing Backstays. Stays which set up abaft the shrouds on each side, and support the mast when the vessel is under sail.

Starboard. The right hand side of a vessel when looking forward.

Stays. Ropes of hemp or iron used for supporting masts or spars.

Stem. The perpendicular piece of timber at the extreme forward part of the ship which is scarphed into the keel.

Steps of the Mast. The steps into which the heels of the masts are fixed are large pieces of timber. Those for the main and fore masts are fixed across the keelson, and that for the mizzen mast upon the lower deck beams.

Stern-post. The principal piece of timber in the stern frame on which the rudder is hung, and to which the transoms are bolted. The perpendicular after-framing timber scarphed in to the after-part of the keel and extending to the deck. The two extremes of a vessel's frame are the stem and stern-post.

Strops. Ropes of short length having eyes spliced in one end, the other end being seized to the jackstay on the yard. They hang down and support the foot ropes which reeve through the eyes.

Stock. The horizontal crosspiece of an anchor. The stock may be either of wood or iron, and it is always placed at right angles to the arms.

Stools. Small channels abaft the regular channels, and to the dead-eyes of which the backstays set up.

Strake. One breadth of plank wrought from one end of the ship to the other, either within or without board.

Stringers. Strakes of plank round the inside of a vessel close to the under side of the beams.

Strop. A binding of rope encircling and fitted into the score of a block, in one part of which an eye is formed by seizing a thimble in the drift, or spare part.

Studding Sails. (also stunsails) Light sails carried in moderate weather with a fair wind, and which are set outside of the square sails on booms rigged out through rings on the yards.

T

Tabling. A reinforcing border of canvas around a sail to which the boltrope is sewn. It is made by turning over the edge of the cloth and sewing it down.

Tack. The rope holding down the weather clew of a course. Also the lower forward corner of a fore-and aft sail.

Tackle. A purchase of ropes and blocks.

Taffrail. The rail around the stern of a vessel.

Tenon. The square part at the end of one piece of timber diminished so as to fix in a hole or another piece, called a mortise, for joining or fastening the two pieces together.

Thickstuff. A name for sided timber exceeding four inches; but not being more than twelve inches, in thickness. Heavier plank strikes laid on deck or sides.

Throat. The inner end of a gaff where the throat block is hooked.

Tie. The single rope which is bent to a topsail yard in hoisting the spar, and which passes either through the sheave-hole in the mast or through a tie-block at the topmast head. Also tye.

Tiller. The bar of iron or wood which fits into the forward side of the rudder head, and by turning which the rudder is moved around at different angles to the keel.

Timber Heads. The ends of the timbers projecting above the decks.

Timbers. Long, curved pieces of wood extending up from the keel on each side. Also known as the ribs of the vessel.

Top. The platform at the head of a lower mast, resting upon the trestle-trees, which in turn rest upon the hounds of the mast. The top is used to give spread to the top-mast rigging, and to the rim of the structure the rigging is set up to dead-eyes.

Topgallant Mast. The mast next above the topmast.

Topmast. The second mast above the deck, or the mast next above the lower mast. They are named according to their situation, as fore, main and mizzen topmast.

Topping Lift. A purchase for topping a boom and sustaining the weight of the after-end of the same.

Topsail schooner. Two masted vessel with fore and aft lower sails and square topsail (s) on the fore mast, or on both masts. Usually the yards were carried on fidded topmasts.

Trail-boards. A term for the carved work, between the cheeks, at the heel of the figurehead.

Transom. The upper part of the stern, above the counter in a square sterned vessel. The transverse planking which forms the afterend of a square ended boat.

Treenails. Cylindrical oak pins driven through the planks and timbers of a vessel to fasten or connect them together. Also called trunnels.

Trestle-tree. The two pieces of fore-and-aft horizontal timbers resting on the hounds of the mast, and which support the cross-trees, and across which the fid of the mast above rests.

Triatic stay. On a schooner rig, a wire secured to the mast cap, running to the cap of the mast abaft.

Truck. The piece of wood of circular shape placed at the extremity of the highest mast, and having small holes or sheaves in it for the signal halliards to reeve through.

Trunnions. The projections on each side of a cannon which rest upon the gun-carriage and support the piece.

Truss. A rig of rope or iron fixture which holds the centre of a lower-yard to the mast.

Tumble home. The inward inclination of a ship's topsides. The opposite of flare or overhang.

Tye. The part of the purchase used for hoisting a yard; the part attached to the yard and passing thru the mast sheave.

V

Vangs. Ropes for steadying a gaff, secured to the outer end of the spar and leading to the rail on each side.

W

Waist. That part of the deck contained between the forecastle and quarter-deck.

Wale. (Originally, wall) In a wooden vessel, a strake of outside planking broader and thicker than the others, extending along the sides at different heights from stem to stern.

Water Lines. Those horizontal lines supposed to be described by the surface of the water on the bottom of a ship, and which are exhibited at certain depths, upon the sheer-draught.

Water Ways. The edge of the deck next the timbers, which is wrought thicker than the rest of the deck, and so hollowed to the thickness of the deck as to form a gutter or channel for the water to run thru to the scuppers.

Ways. The timbers on which a vessel slides into the water in being launched.

Winch. A horizontal barrel turned by a crank. A mast winch is on the deck just in front of the mast and is used for hoisting yards and gaffs when making sail.

Windlass. The machine by which an anchor is weighed.

Wing transom. In wooden ships, a transverse timber which extends between the fashion pieces, crossing in front of the stern post near the head. It forms the base of the stern.

Worm. Filling up the lays of a rope with spiral windings of small stuff (called worming) so as to make a flush surface.

Y

Yard. A spar suspended horizontally to the forward side of a mast, and to which the head of a square-rail is bent. Yards also spread the foot of the sail next above. They are hoisted by halliards, turned by braces, and supported by lifts. The middle of the yard is called the slings and yard-arms the quarters. Lower yards are hung in a truss, and the upper yards confined to the mast by parrels.

There are lower-yards, topsail-yards, topgallant-yards, royal-yards, and skysail-yards.

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For further definition of ship construction & usage, see Campbell, "Neophyte Shipmodeller's Crutch".

